

Alachua County Future Traffic Circulation Corridors Map Project

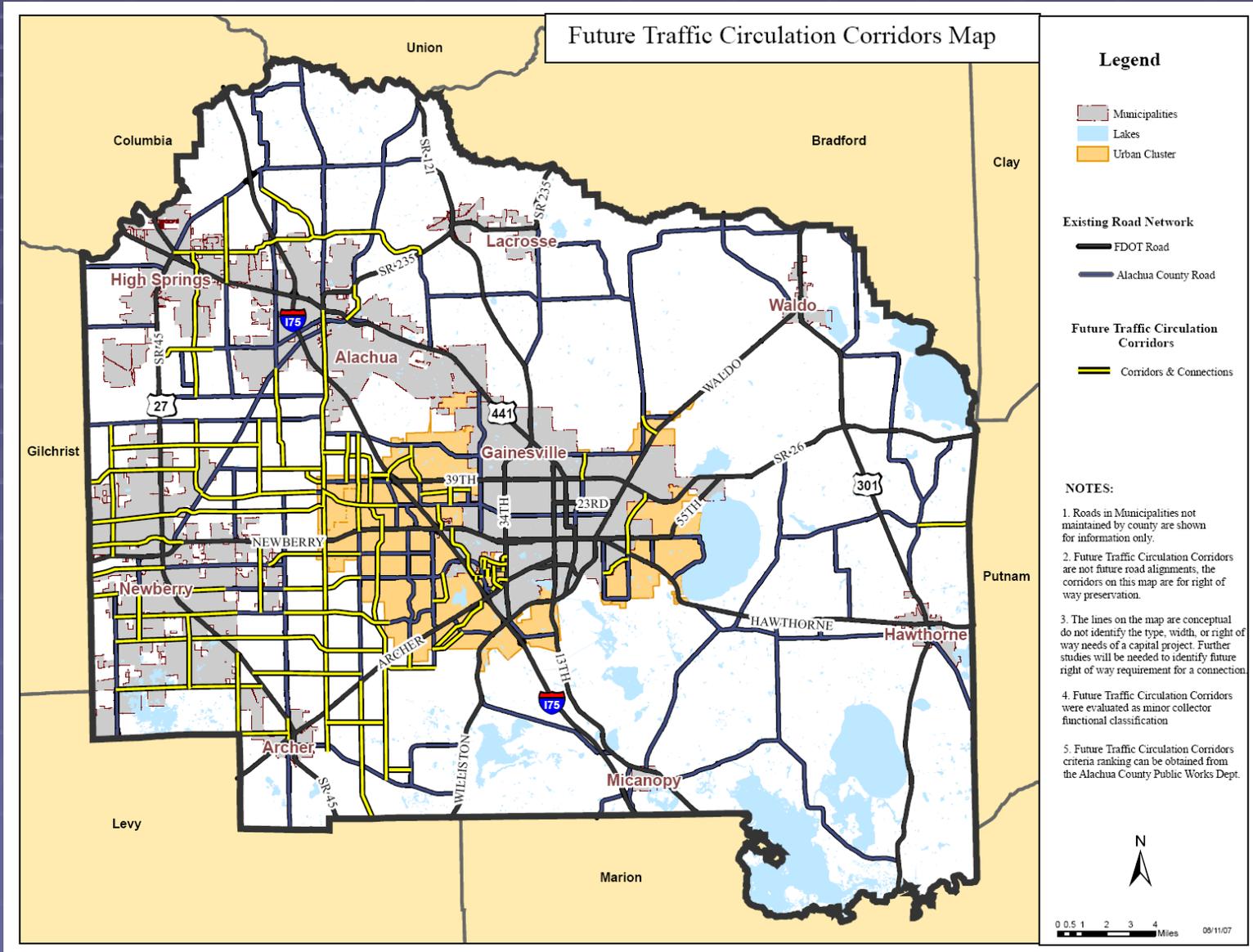


July 10th, 2007

Comp Plan Objectives

- Objective 1.5 – To provide the acquisition and protection of existing and future rights-of-way from development, including building encroachment.
- Objective 1.10 – To establish the Future Traffic Circulation Corridor Map (FTCCM) as one of the guiding documents for development of an adequate network of collector roadways in Alachua County for 5 and 20 years.

Future Traffic Circulation Corridors Map (FTCCM)



Future Traffic Circulation Corridors Map Study

Project Objectives

- Define transportation connections to improve mobility and access
 - Relieve congested and constrained corridors
 - Provide framework for compact development focal points
- Enable future right-of-way dedication
- Provide Proportionate Fair Share options

Study Process

- Phase I
 - Data inventory, development, base mapping
 - Countywide travel model peer review
 - Countywide build-out projections
- Phase II
 - Define new potential connections and corridors
 - Evaluate and screen for feasibility
 - Public input to refine
 - BCC adoption as Comprehensive Plan amendment

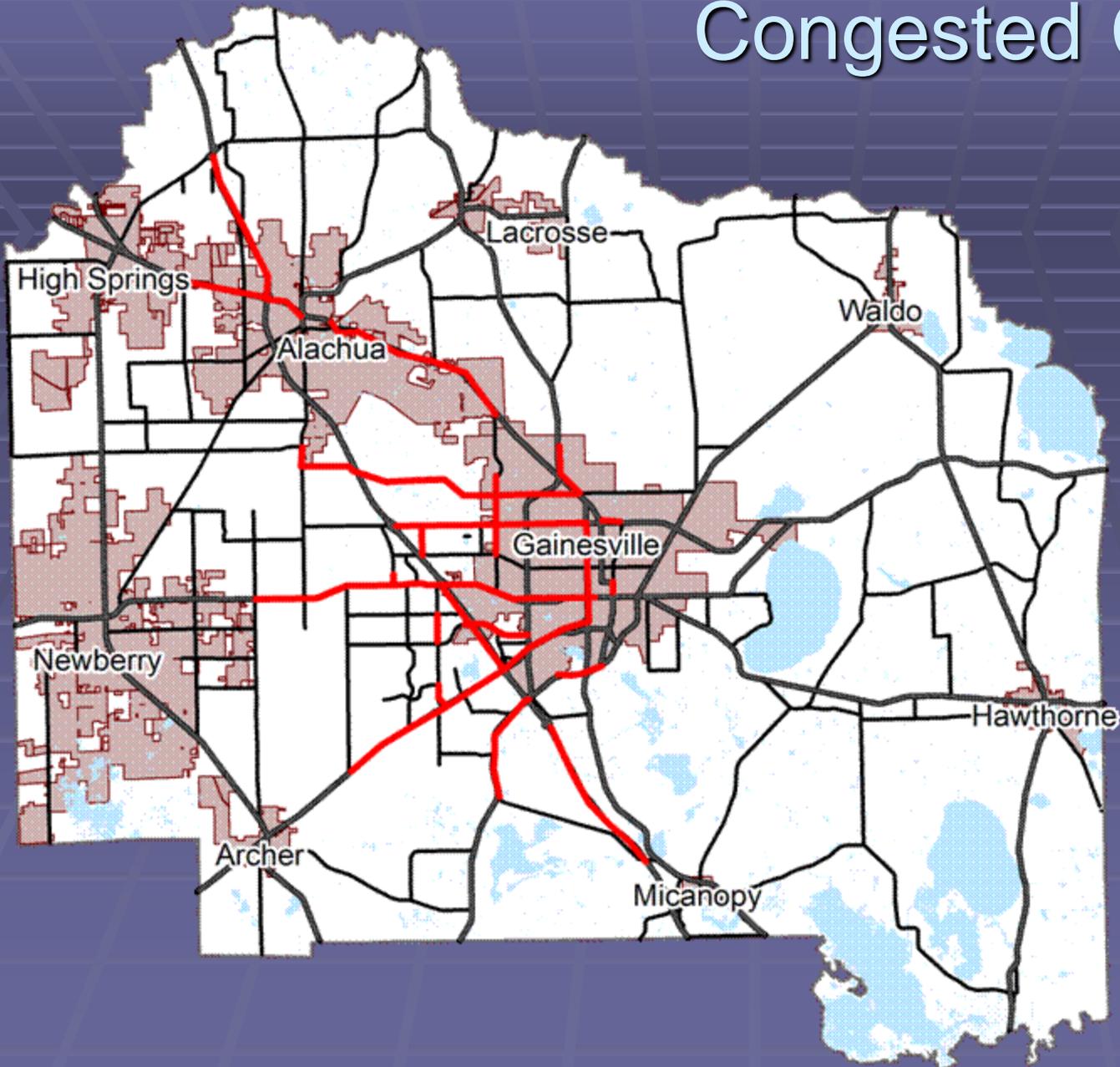
Key Considerations

- Land ownership patterns
- Subdivisions and activity centers
- Environmental constraints
- Travel sheds (flows)
- Spacing standards – develop a grid
- Existing road network
- Capacity constraints

Growth Area / Traffic Flow



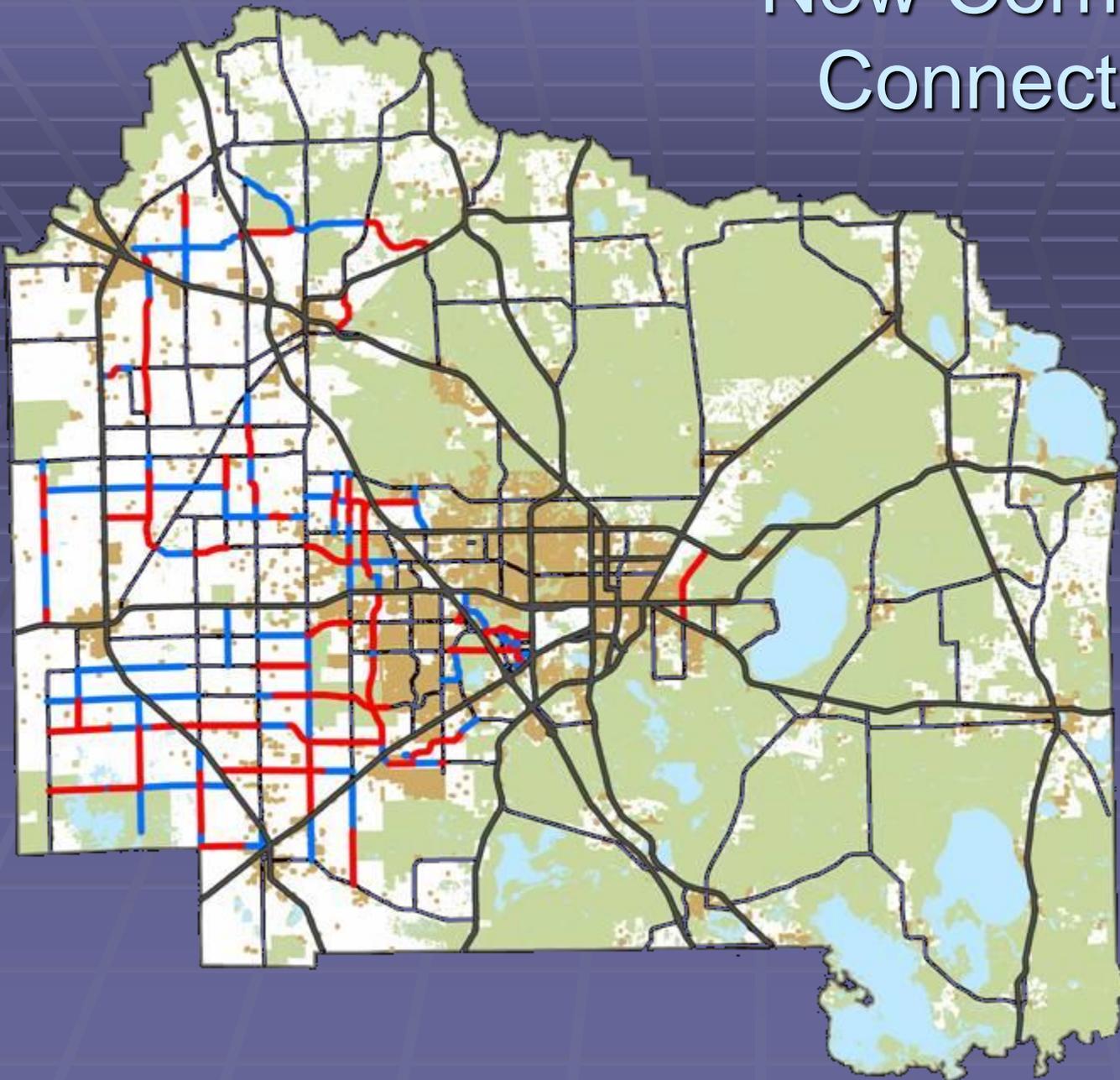
Congested Corridors



- Future Congestion (2025 LRTP)
- Congested from I-75 to Gainesville

— Future Congestion

New Corridors / Connections



-  New Connection
-  Facility Type Change

Evaluation Criteria

Primary Objectives

- Relieve congested / constrained corridors by providing alternative parallel corridors
- Improve the accessibility to town centers or activity centers

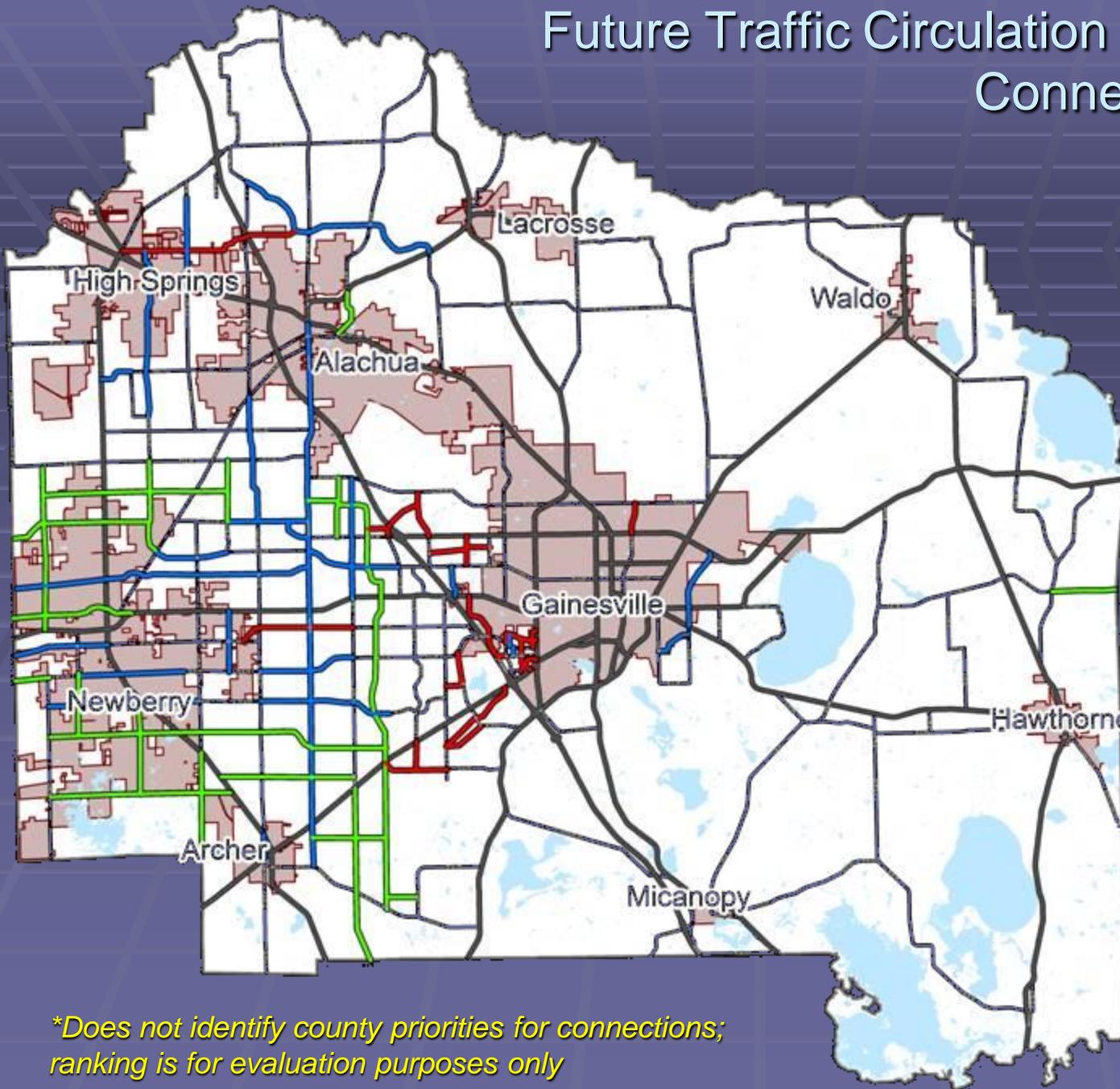
Ranking Criteria*

- Primary Objectives
 - Relieves Congested / Constrained Corridors 30 points
 - Improves accessibility to Town centers or Activity Centers 20 points
- Supporting criteria
 - Connects two or more existing arterials or collectors 10 points
 - Potential expansion of Multi-Modal facilities (Transit & Bike Facilities) 10 points
 - Uses existing local roads or ROW easements (75% or more) 10 points
 - Minimize environmental impacts (5% or Less) 10 points
 - Minimize the number of land owners impacted (20 properties or less) 10 points

Total 100 Points

**Does not identify county priorities for connections;
ranking is for evaluation purposes only*

Future Traffic Circulation Corridors Map Connections Scoring



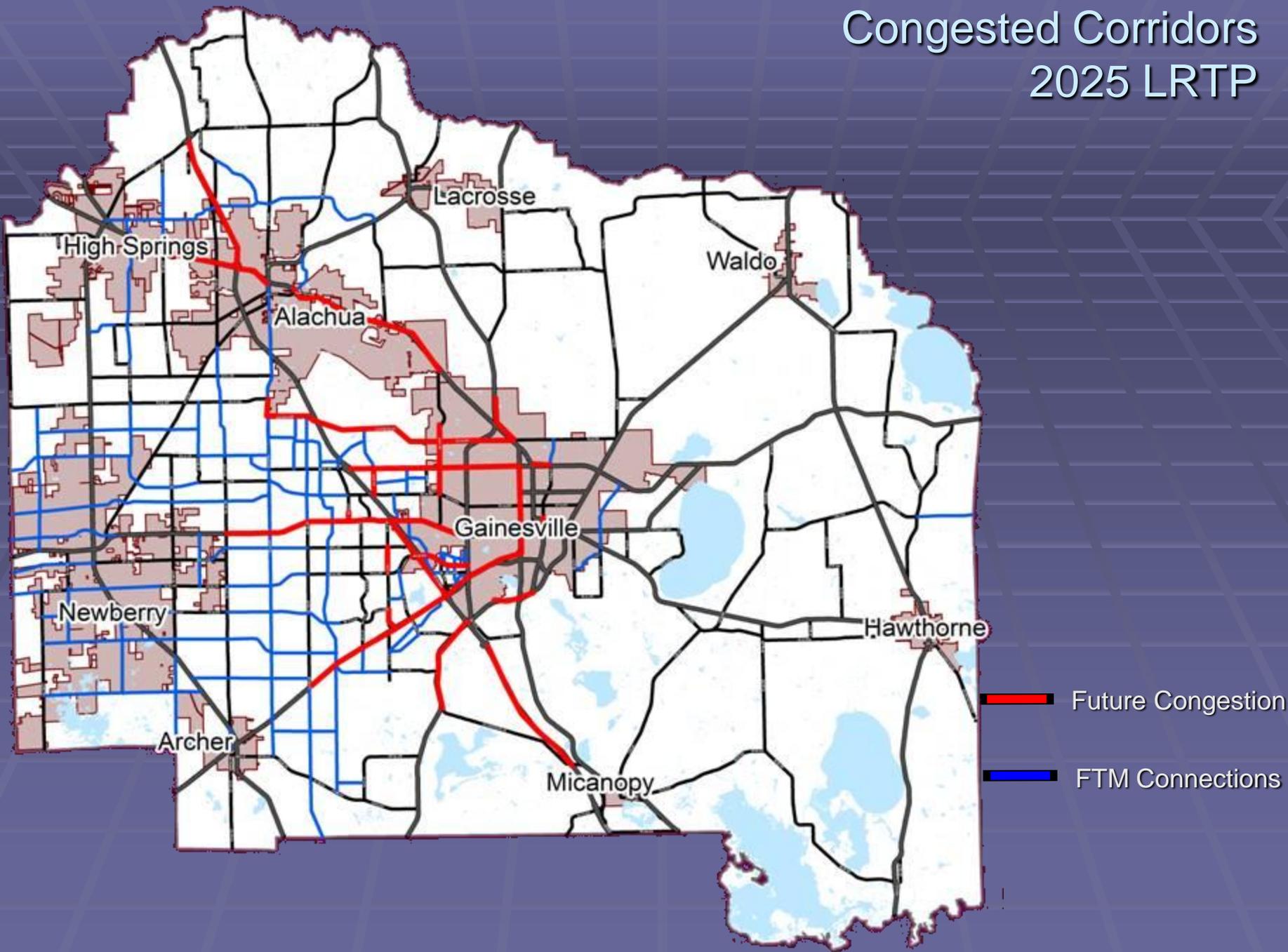
Tier 1
Future Transportation
Map (FTM) Connections

Tier 2
Future Transportation
Map (FTM) Connections

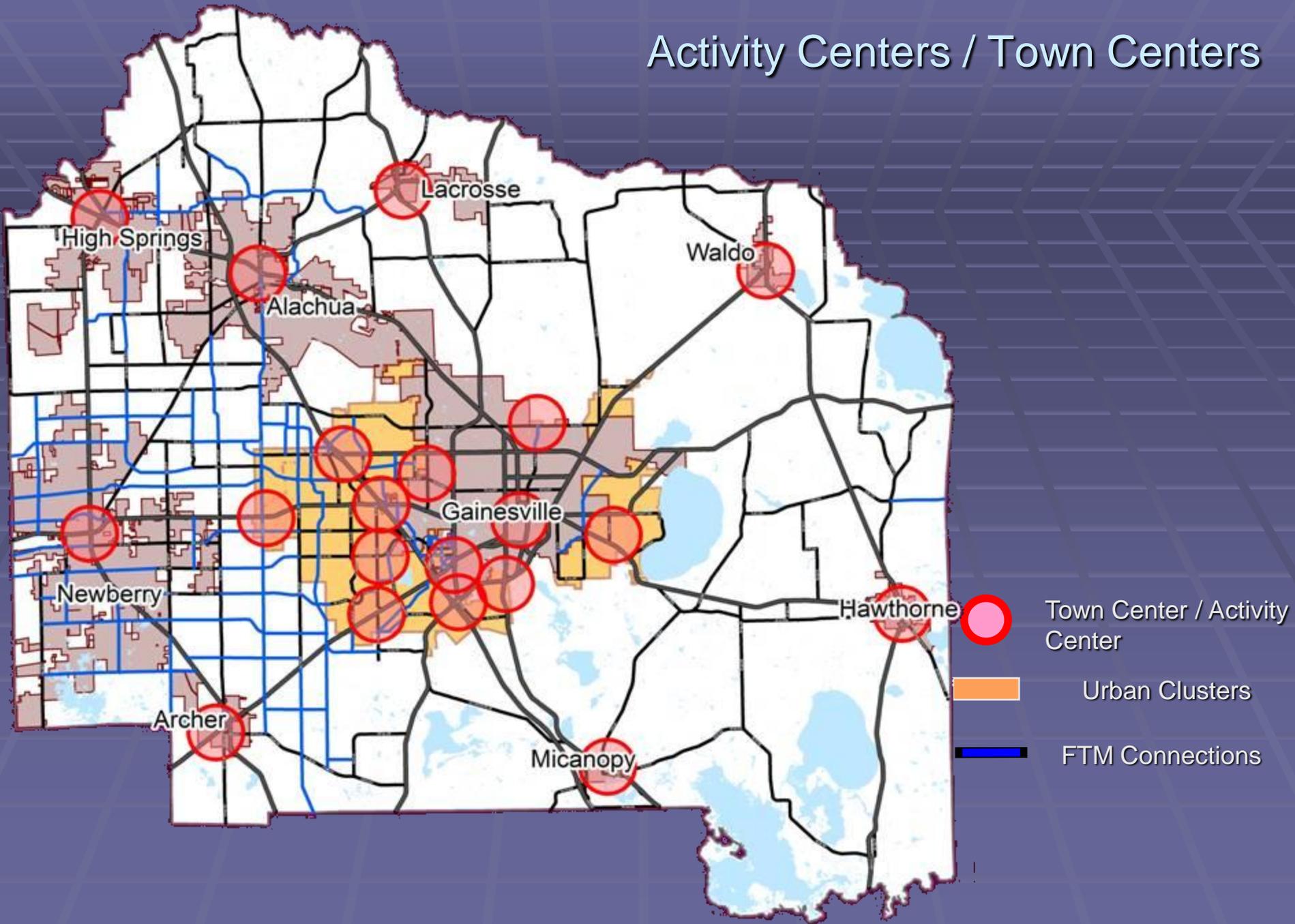
Tier 3
Future Transportation
Map (FTM) Connections

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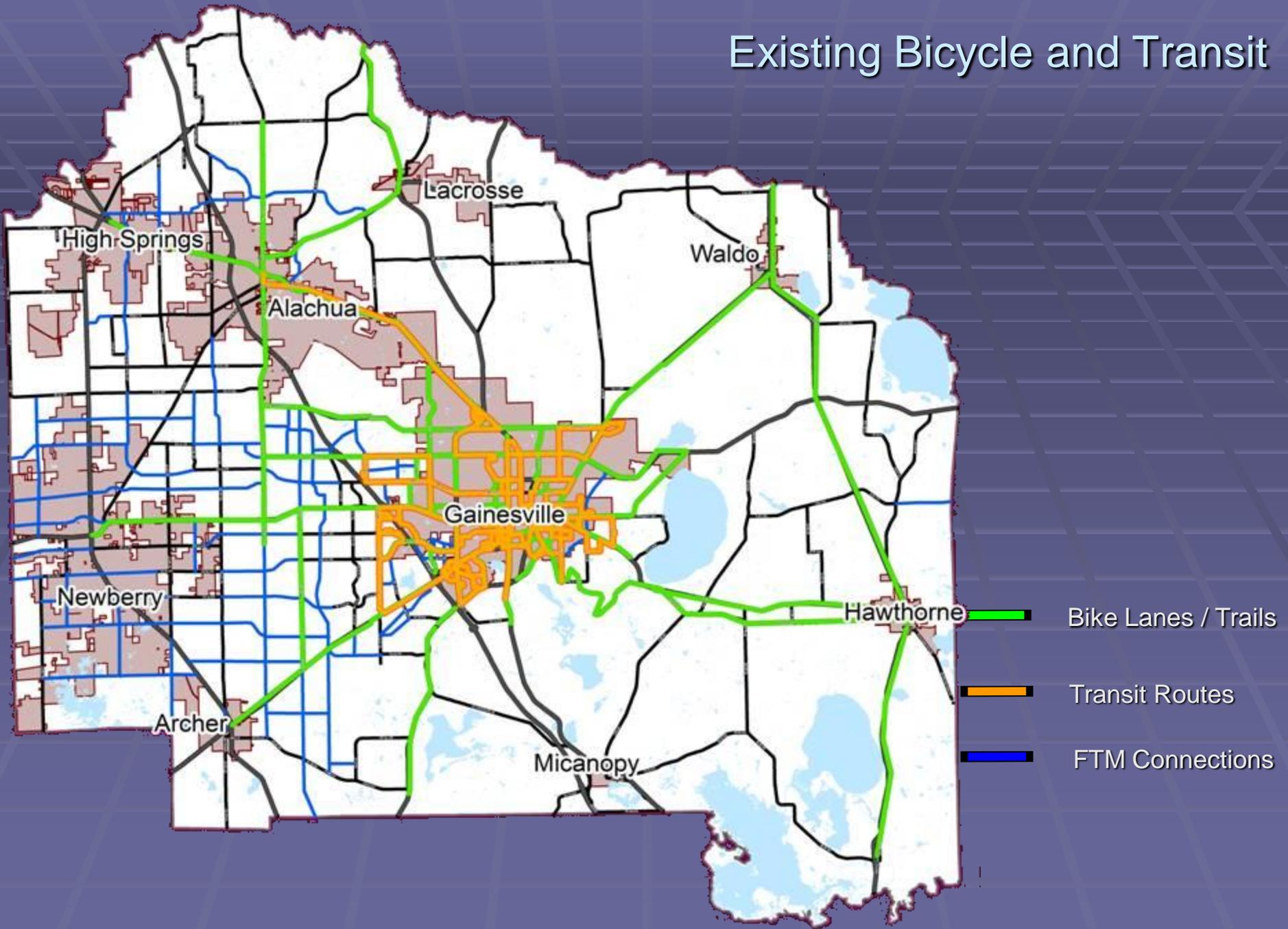
Congested Corridors 2025 LRTP



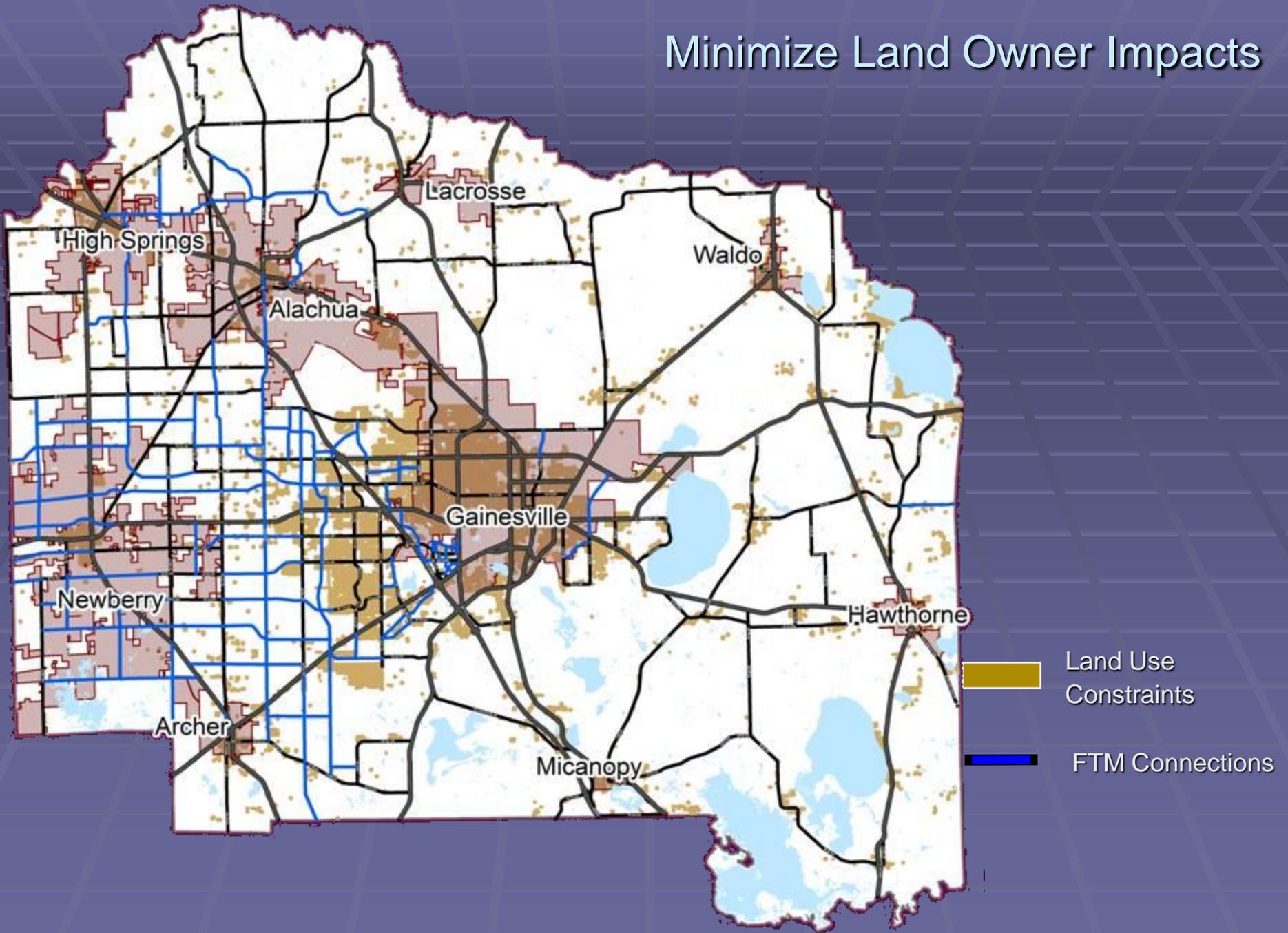
Activity Centers / Town Centers



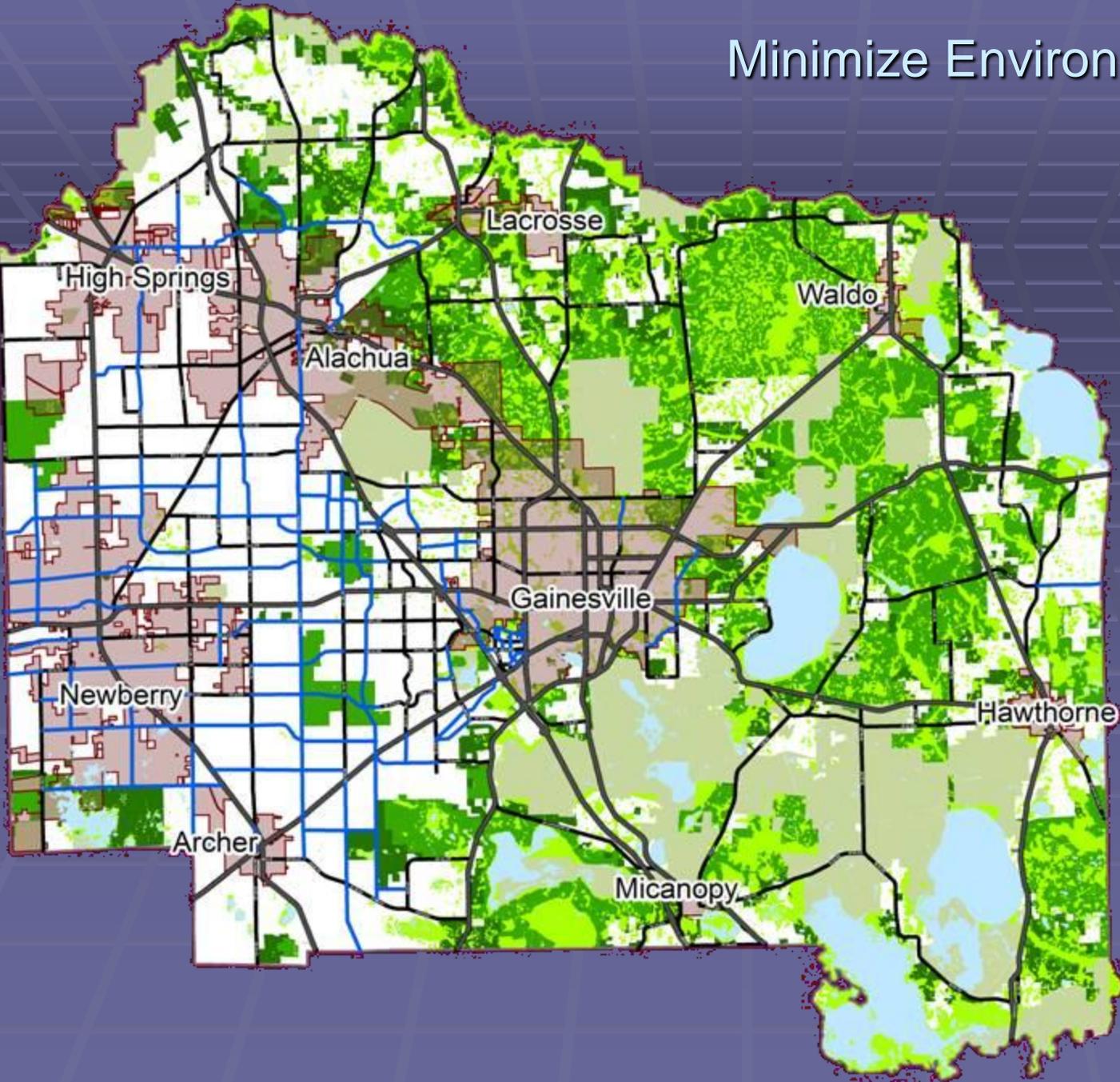
Existing Bicycle and Transit



Minimize Land Owner Impacts



Minimize Environmental Impacts

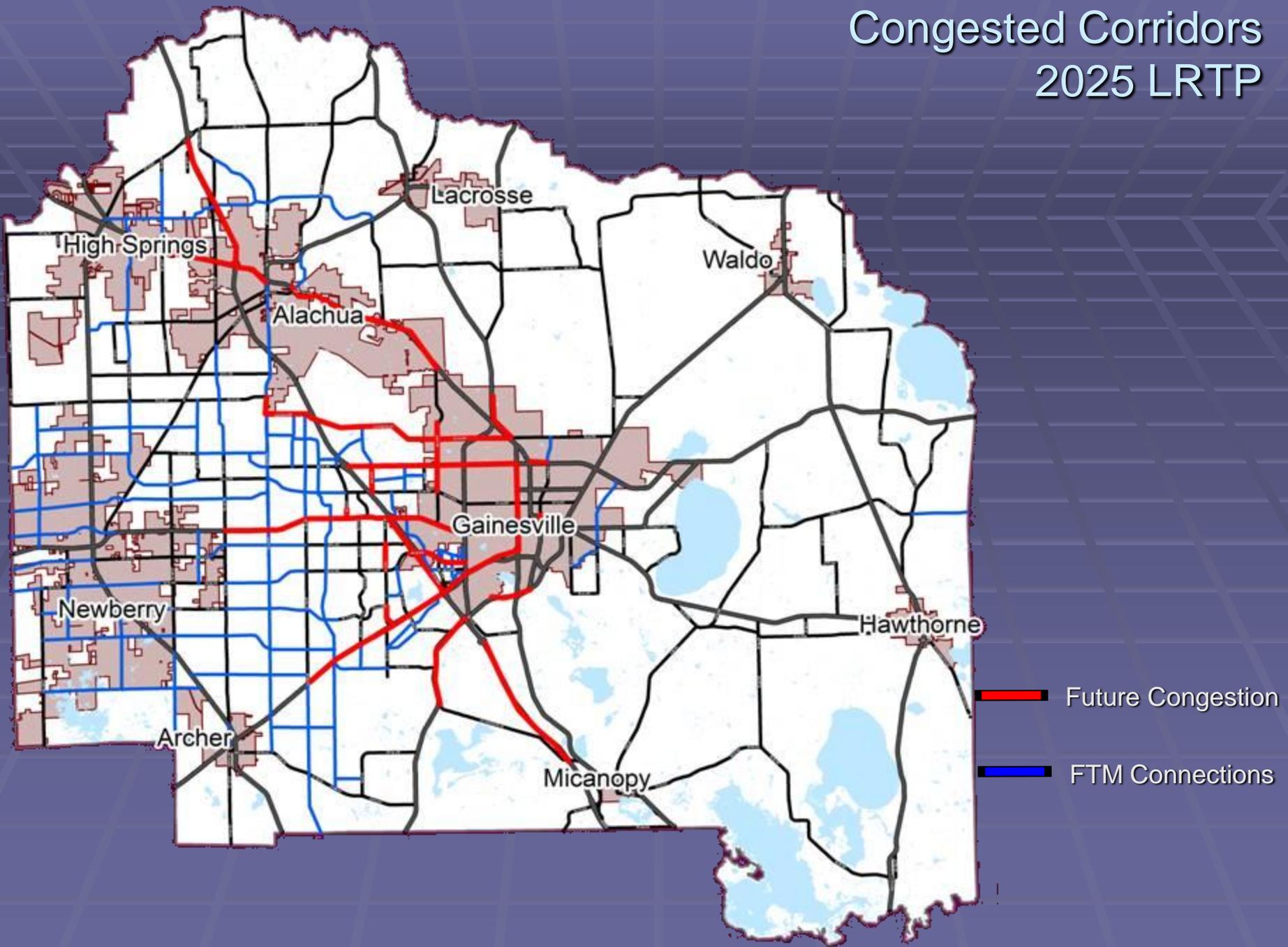


Conservation

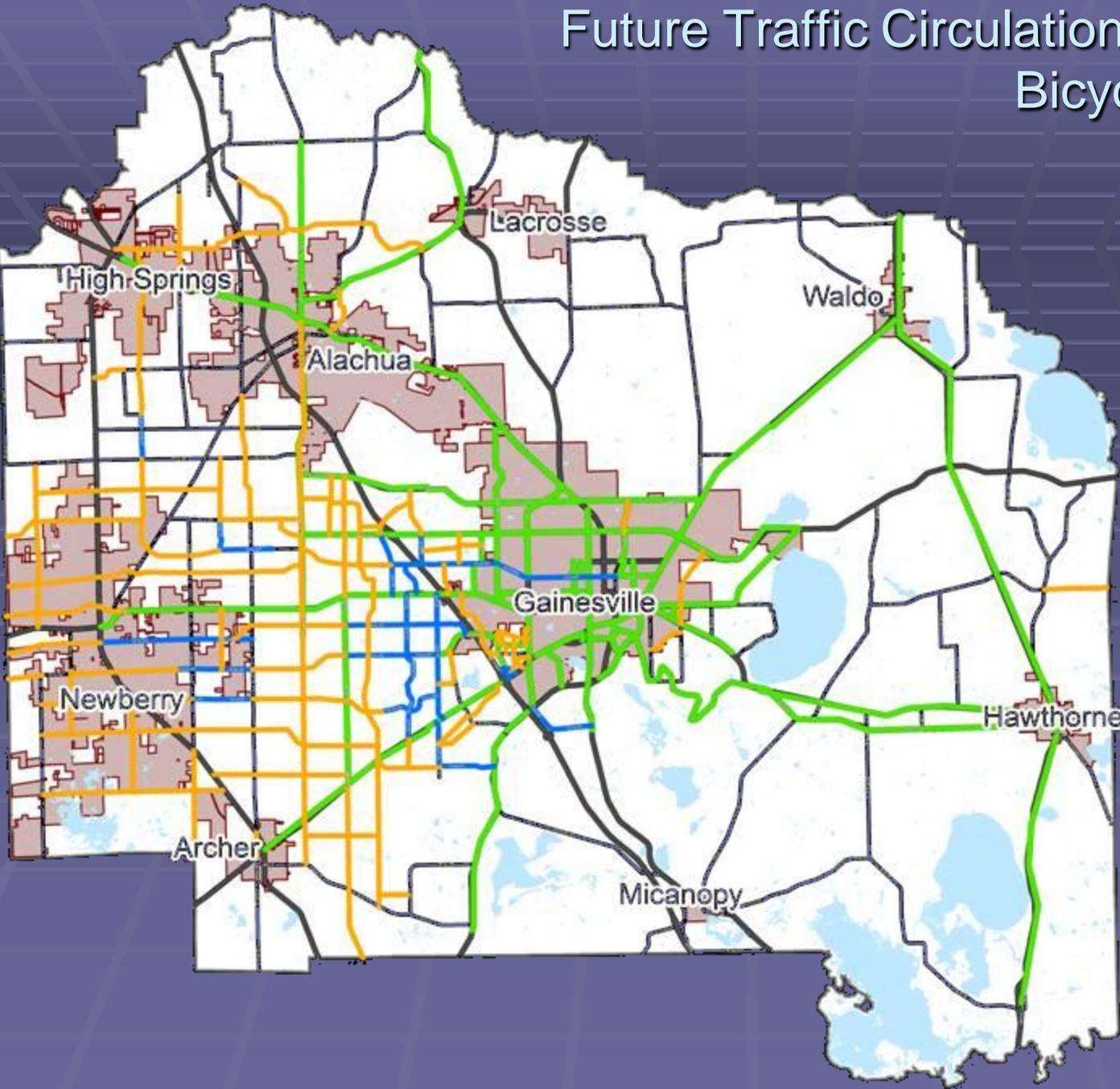


Aichua Co.
Forever

Congested Corridors 2025 LRTP



Future Traffic Circulation Corridors Map Bicycle / Pedestrian



Existing Bicycle & Pedestrian Network



Future Bicycle & Pedestrian

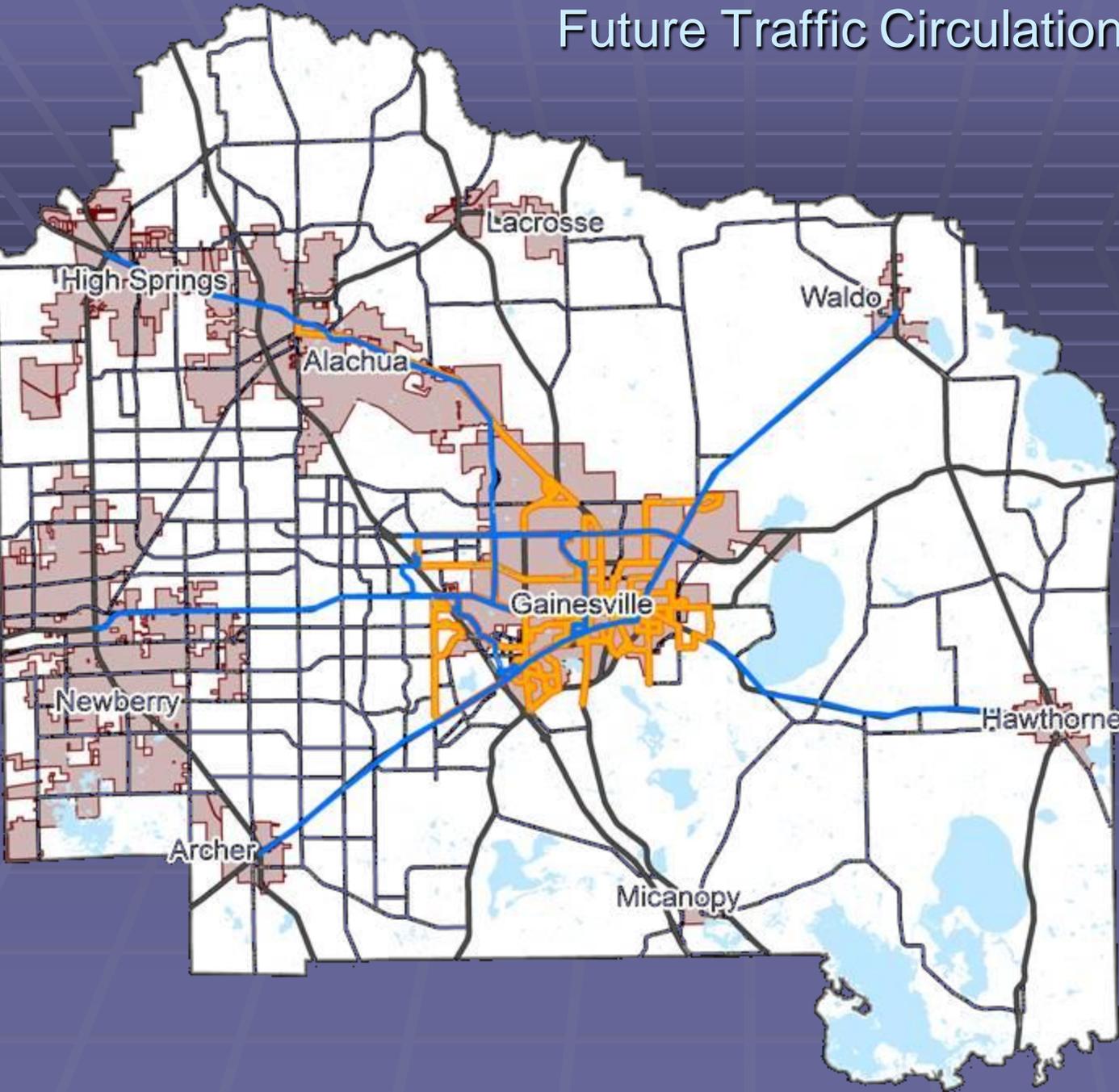


Other Bicycle & Pedestrian Connections*



* Future bike & ped facilities if FTM connections are built to county specifications per the Corridor Design Manual.

Future Traffic Circulation Corridors Map Transit



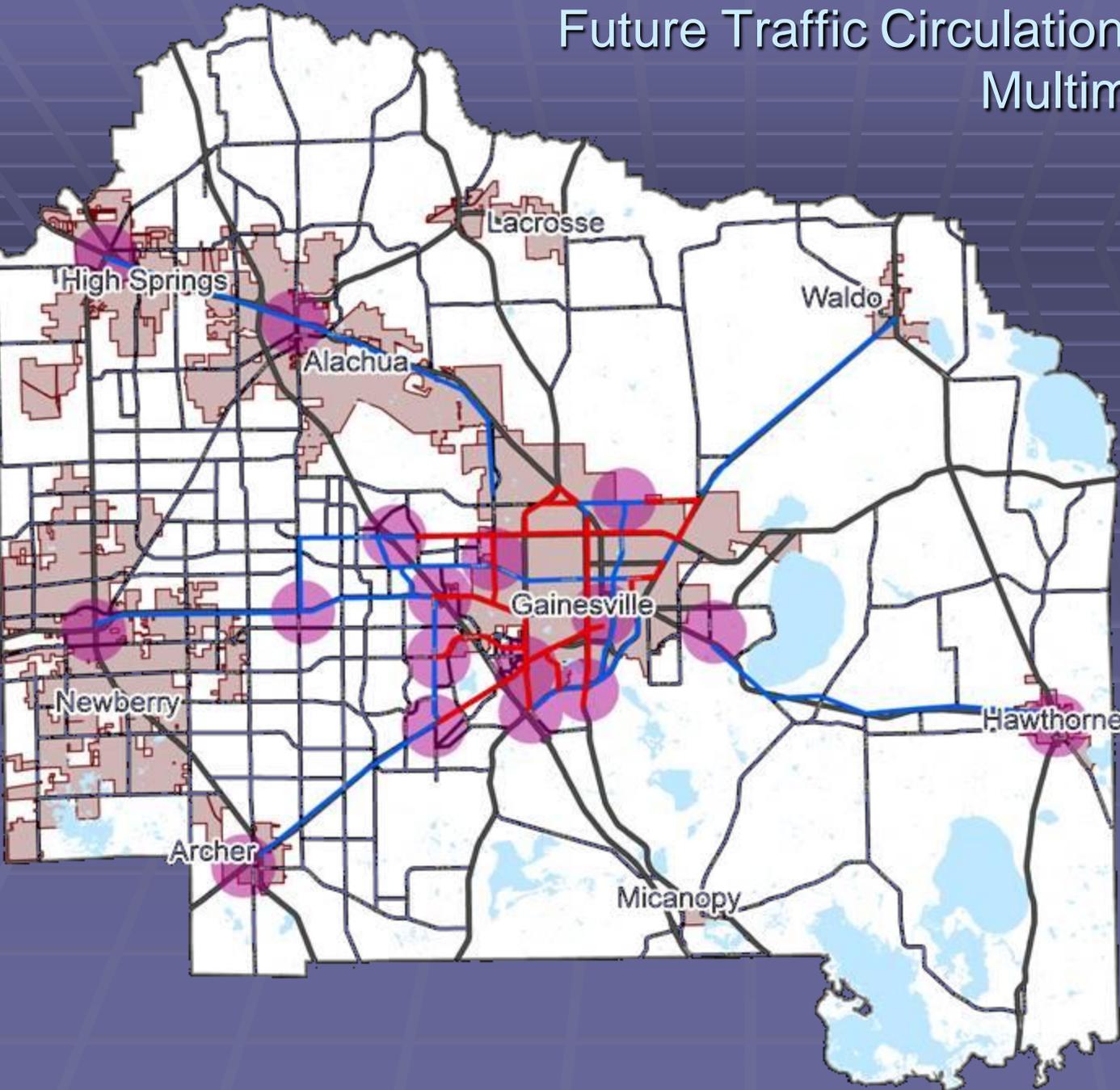
Existing Transit Network



Future Transit Network
(2025 MTPO Long Range
Transportation Plan)



Future Traffic Circulation Corridors Map Multimodal Coverage



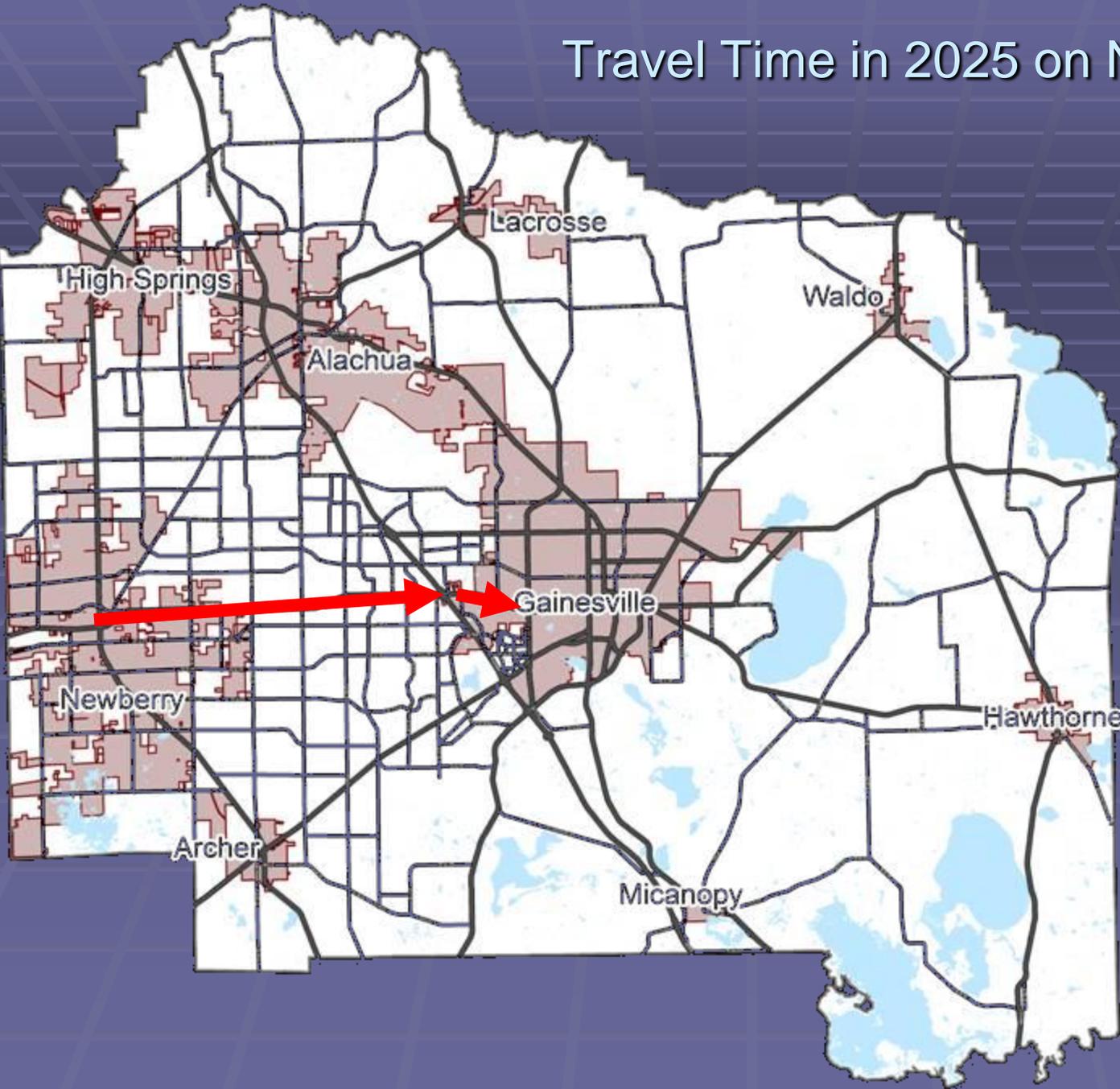
Existing Multimodal Coverage



Future Multimodal Coverage



Travel Time in 2025 on Newberry Road



Newberry Road – MTPO Network

Newberry to I-75	48 min
I-75 to Downtown	46 min

Newberry Road – FTM Network

Newberry to I-75	40 min
I-75 to Downtown	38 min

Difference: -16 min

Travel Time in 2025 on Archer Road



Archer Road – MTPO Network

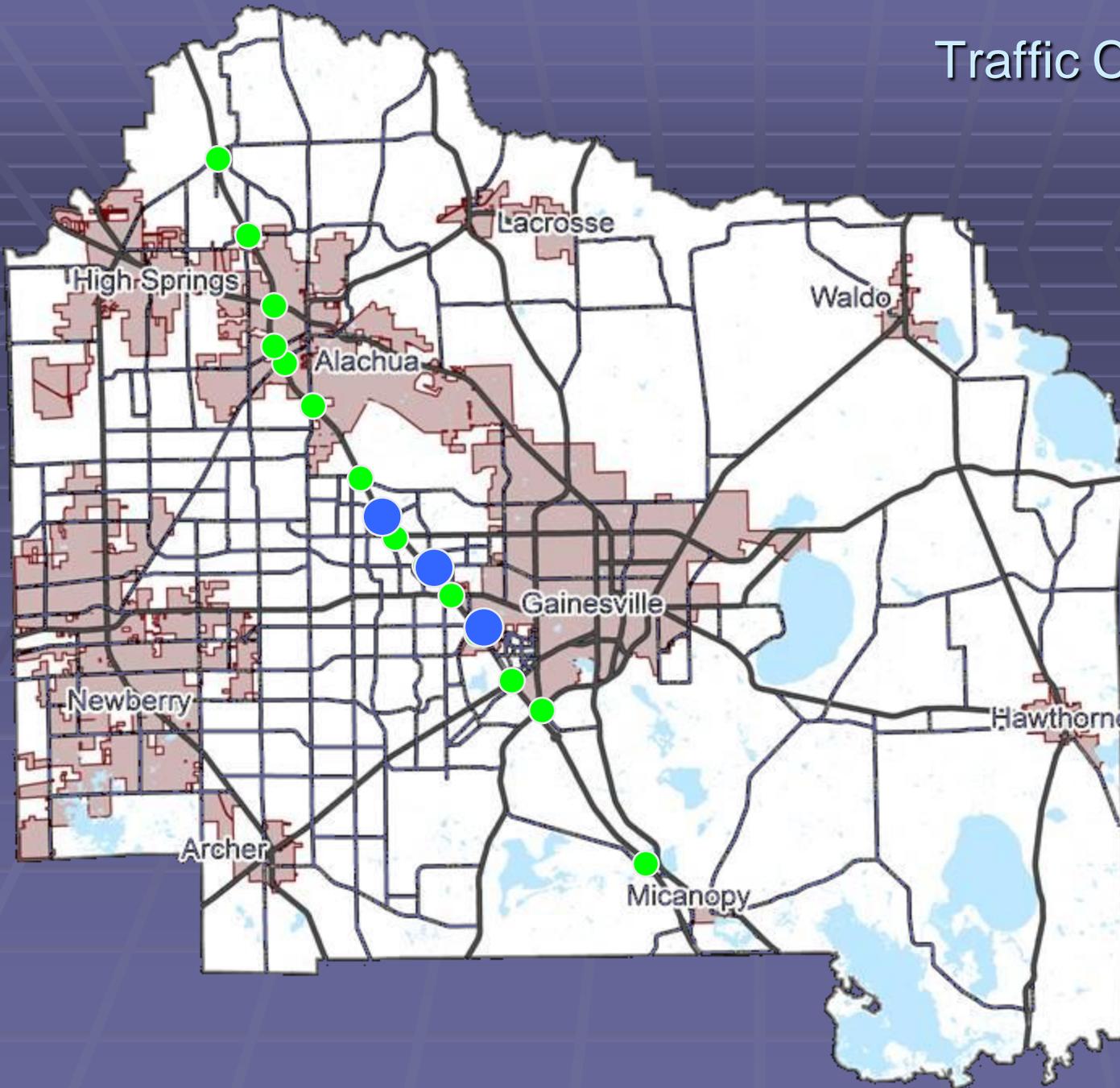
Newberry to I-75	45 min
I-75 to Downtown	28 min

Archer Road- FTM Network

Archer to I-75	40 min
I-75 to Downtown	26 min

Difference: -7 min

Traffic Crossing of I- 75



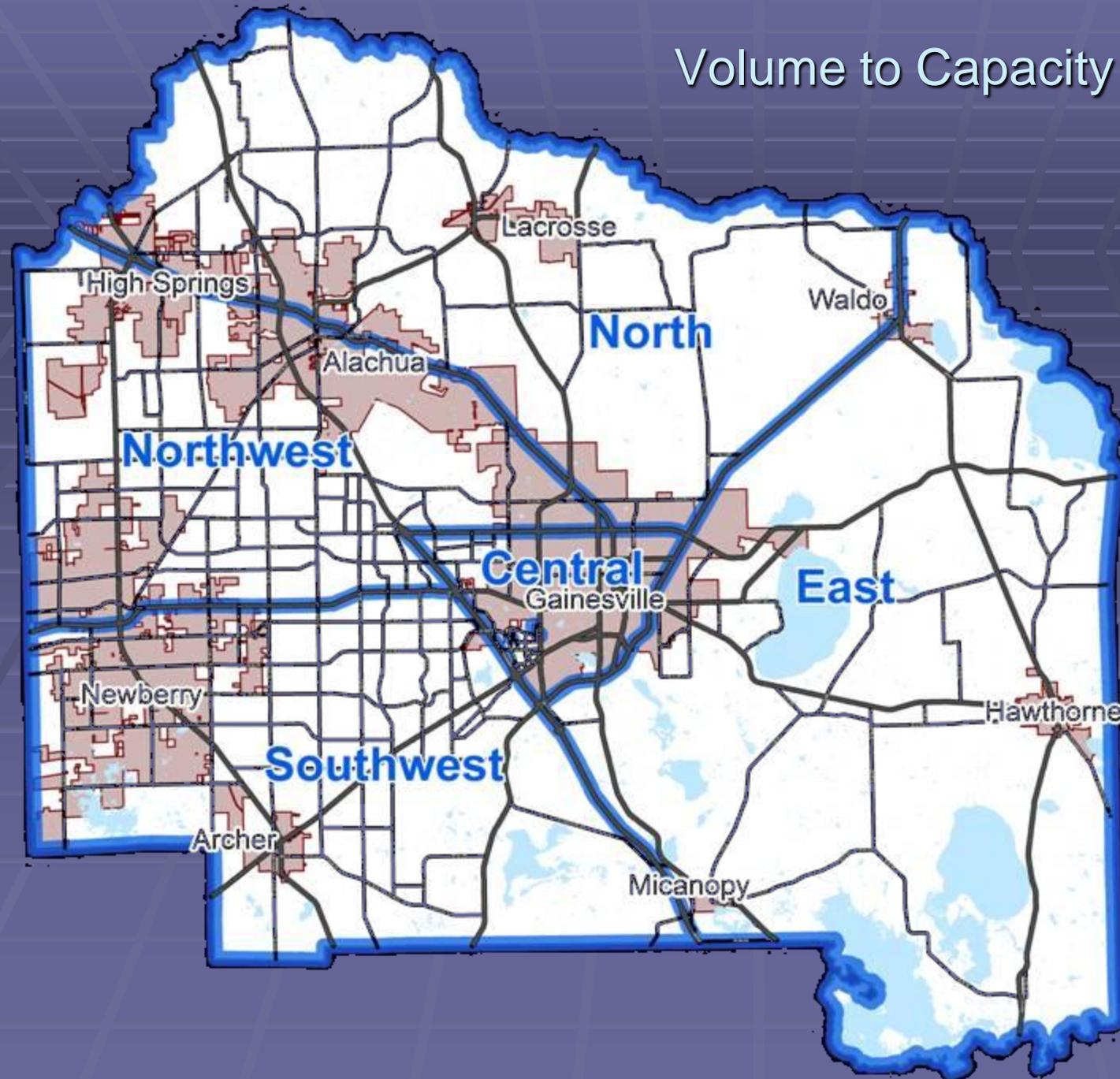
Crossing I-75

The MTPO Network - has 32 lane miles with a demand of 50 lane miles

The FTM Network - has 38 lane miles with a demand of 50 lane miles

(98th St Ext, 23rd Ave & SW 20th Ave)

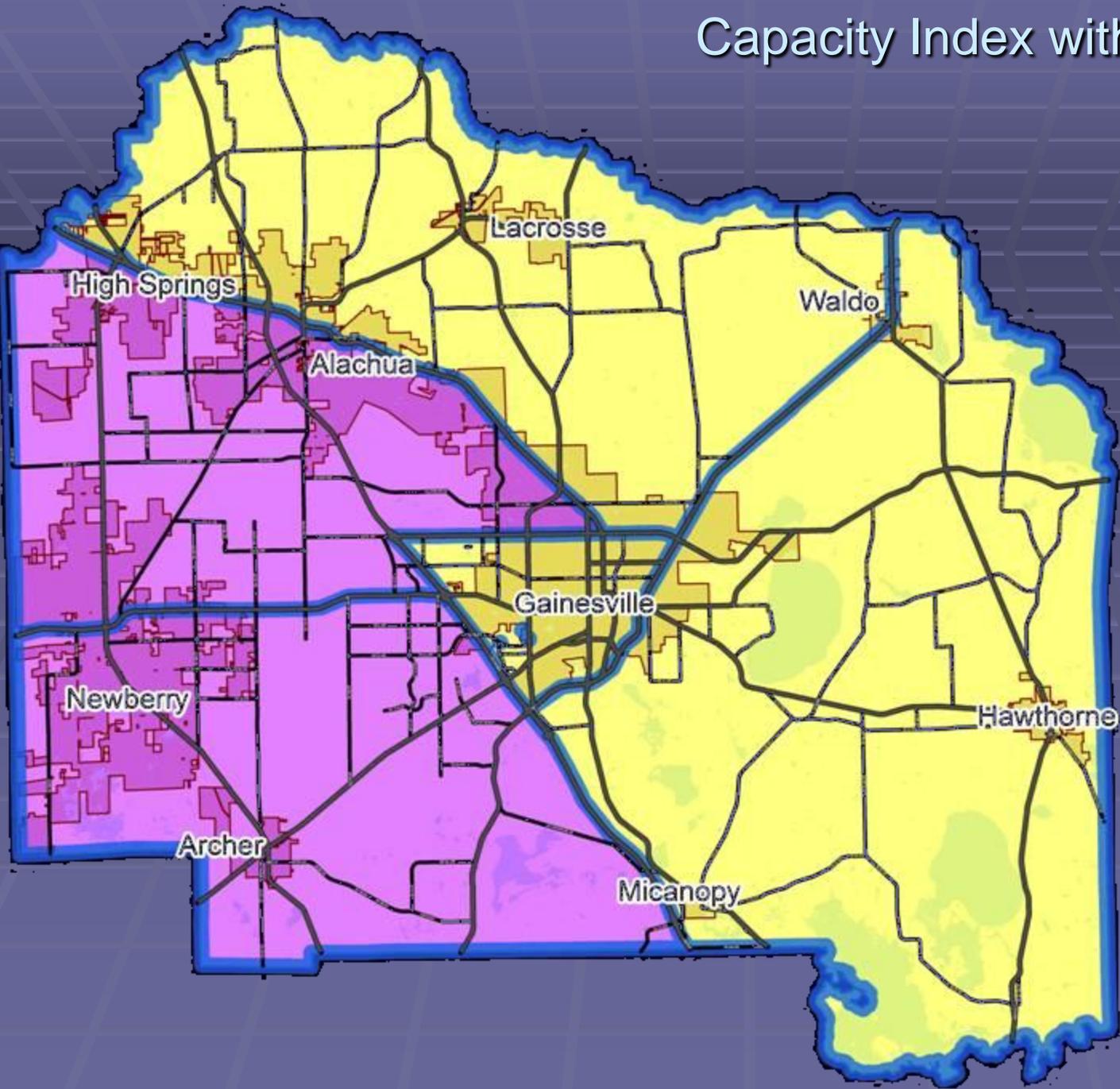
Volume to Capacity by Travel Sector



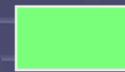
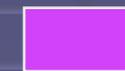
Assess Network Capacity by 5 Travel Sectors

Capacity Index is measured by Vehicle Miles Traveled (VMT) / Vehicle Miles of Capacity (VMC)

Capacity Index with MTPO Network in 2025

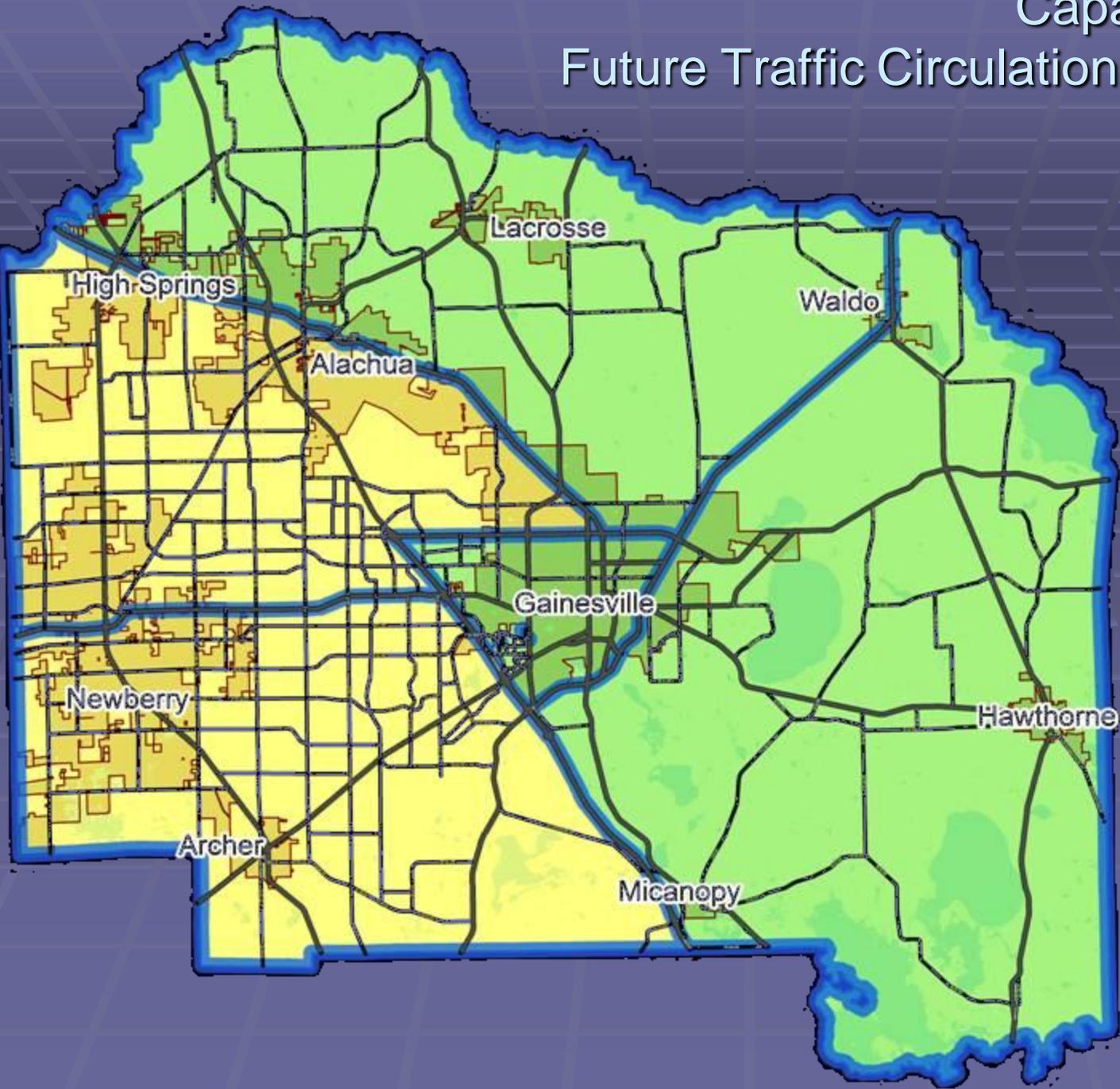


Capacity Index

-  < 75% of Capacity
-  75% - 105%
-  105% - 125%
-  > 125% of capacity

Countywide – 81%
Northwest &
Southwest sectors
are over 125% of
capacity

Capacity Index with Future Traffic Circulation Corridors Map in 2025



Capacity Index

- < 75% of Capacity
- 75% - 105%
- 105% - 125%
- > 125% of capacity

Countywide – 74%
Northwest – 105%
Southwest – 101%

Population Projections from MTPO Long Range Transportation Plan

	2000 Population	2025 Population	Increase	Percent Increase
County Wide	220,000	298,000	78,000	35%
Central	95,200	116,300	21,100	22%
East	26,700	36,350	9,650	36%
North	15,600	21,000	5,400	35%
Northwest	44,800	67,000	22,200	50%
Southwest	37,600	57,500	19,900	53%

Employment Projections from MTPO Long Range Transportation Plan

	2000 Employment	2025 Employment	Increase	Percent Increase
County Wide	127,100	166,000	38,900	31%
Central	97,500	112,200	14,700	15%
East	6,900	11,100	4,200	61%
North	5,800	7,600	1,800	31%
Northwest	10,900	24,700	13,800	127%
Southwest	5,800	10,100	4,300	74%

Capacity Index Results

Capacity Index

Household
Surplus / Deficit

	MTPO Network	FTCCM Network	MTPO Network	FTCCM Network
County Wide	81%	74%	Adequate to support planned growth	Adequate to support planned growth
Central	76%	74%	15,100	17,700
East	77%	75%	4,000	4,400
North	78%	72%	2,400	3,300
Northwest	126%	105%	- 5,700	- 1,300
Southwest	126%	101%	- 4,900	- 300

* Not enough
network to
accommodate
population
projections

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